

# BRIDGE INSPECTION REPORT

WO CC WE PD  
BAM 0 0 0 2

Status: Released

Ver Date 9/17/2010  
Printed on: 9/17/2010

Agency: Washington State  
Program Mgr: Harvey L. Coffman

Bridge No. 9/134

Page 1 of 3

Structure Type CA

Bridge Name PILCHUCK CR

Route 00009

Location 5.4 N JCT SR 530

Structure ID 000000FX

MP 34.85

Intersecting PILCHUCK CR

Inspector's Signature DAG

IDent# G0409

Co-Inspector's Signature

PDE

				Inspections Performed:				
				IT	NT	HRS	Date	Rep Type
5	Structural Adqcy (657)	N	Pier/Abut/Protect (679)	1916			Year Built (332)	
2	Deck Geometry (658)	7	Scour (680)	0			Year Rebuilt (336)	Y 24 1.0 8/17/2010 Routine
9	Underclearance (659)	9	Retaining Walls (682)	F 61			Oper Rating (551)	Fract Crit
5	Operating Level (660)	9	Pier Protection (683)	F 36			Inv Rating (554)	Underwater
3	Alignment Adqcy (661)	1	Bridge Rails (684)	A			Open Close (293)	Special
6	Waterway Adqcy (662)	1	Transition (685)	9999			Vert Over Deck (360)	Interim
9	Deck Overall (663)	1	Guardrails (686)	0000			Vert Under (374)	Equipment
9	Drains Condition (664)	1	Terminals (687)	N			Vert Und Code (378)	Damage
5	Superstructure (671)	N	Revise Rating (688)	0.00			Asphalt Depth	Safety
1	Number Utilities (675)		Photos Flag (691)	55			Speed Limit	Short Span
5	6 Substructure (676)	Y	N Soundings Flag (693)					Total: 1.0
8	6 Chan/Protection (677)		Measure Clearance (694)					
9	Culvert (678)							Suff Rating: 65.65 FO 65.65 FO

## BMS Elements 145 to 800

Element	Element Description	Total	Units	State 1	State 2	State 3	State 4
145	Earth Filled Concrete Arch	120	LF	55	0	65	0
212	Concrete Submerged Pier Wall	22	LF	18	0	4	0
215	Concrete Abutment	89	LF	87	0	2	0
220	Concrete Submerged Pile Cap/Footing	2	EA	1	0	1	0
330	Metal Bridge Railing	240	LF	236	0	4	0
361	Scour	3	EA	3	0	0	0
800	Asphaltic Concrete (AC) Overlay	2,016	SF	1,996	20	0	0

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Bridge Name PILCHUCK CR Route 00009 Location 5.4 N JCT SR 530  
Structure ID 000000FX MilePost 34.85 Intersecting PILCHUCK CR

## Notes 0 to 800

0 Bridge oriented south to north in conjunction with route direction.

145 Earth Filled Concrete Arch in the bottom has many scattered areas of poor consolidation with short transverse and longitudinal hairline leaching cracks. Transverse and longitudinal construction joints are openly cracked with heavy leaching and rust staining. Small length of exposed rusty ties are visible in areas. Spring lines at piers have distinct full width transverse hairline cracks that are leaching heavy and are rust stained (Photo #17).

East and west faces of arch have many small bottom edge spalls up to 2" deep and areas of heavy scaling with most severe scaling on the west side (Photos #18, 19 and 20).

The west corners of the arch at Piers 1 and 3 are edge spalled with the largest being at Pier 3 up to 24" across by 7" deep and extending into the wingwall with horizontal and diagonal hairline cracking (Photo #9).

212 Pier wall at Pier 2 has several scattered hairline vertical and horizontal leaching cracks with large areas of poor consolidation. The east end is heavily spalled up to 1" deep around the bottom with approximately 4 sq. ft. of delamination (Photo #16).

215 Abutment quantities include 12 ft. wing walls at each corner.

Abutment and wing walls have areas of heavy moss growth and are abraided at the high water line with several hairline cracks, areas of poor consolidation and scale.

The northwest corner is spalled out over a 2 ft. length and up to 8" deep (Photo #10).

220 Footings are exposed at Pier 1 and 2. Footings have scattered minor top edge spalls with areas of scale.

Pier 1 footing is cracked open to 1/16" across the top southwest corner and down the vertical face.

330 East rail over Span 2 has minor traffic damage with the top flange bent down approximately 2" over 4 ft.

361 Pilchuck Creek flows east to west under both spans with main channel below Span 1 bearing against Pier 1 and southeast wingwall.

Tops of footings are exposed at Piers 1 and 2 but riprap surrounds the piers (Photo #12, 14, and 15). Riprap is in good condition. Debris built up on the nose of Pier 2 (Photo #24). 3 ft. deep x 10 ft. diameter scour hole at NE corner of Pier 2 footing outside limits of riprap.

REPAIR #10005.

661 Single lane bridge with visibility reduced from blind curve at the south.

664 Drains are permanently blocked.

671 Superstructure coded "5" due to deterioration of the Luten arch. See element note 145.

675 One 4" diameter steel pipe suspended from outriggers on the west side of the bridge.

677 SE corner is eroding behind wingwall (Photo #23).

680 Pier 2 is scour critical if estimated pile tip elevations are accurate. Some channel degradation has occurred. NBI 680 code changed to '7' by JPD on 2/17/2009.

685 NW transition has three tears and is scraped along the entire length.

693 Soundings taken 8/17/2010. See attached file.

800 ACP is not considered an overlay but is recorded for purposes of tracking deterioration across the bridge.

ACP has 20 sq. ft. of patching with area of alligating.

## Repairs 10005 to 10005

Repair No	Pr	R	Repair Description	Noted	Maint	Override	Verified
10005	1	B	Remove the timber hung up on Pier 2. 3 ft. deep x 10 ft. diameter scour hole at NE corner of footing.	8/17/2010			

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Route 00009

Location 5.4 N JCT SR 530

Structure ID 000000FX

MilePost 34.85

Intersecting PILCHUCK CR

## Inspections Performed and Resources Required

Report Type	Date	II	Frg	Hrs	Insp	CertNo	Coinsp	Note
Routine	8/17/2010		24	1.0	DAG	G0409	PDE	
Resources	Use	Hours	Min	Req	Max	Notes		
Scheduling Restrictions	LWTR		LWTR	LWTR	LWTR	Inspection of Pier 1 footing requires low water.		